



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER



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Alan's "Annotations"

Last month's AGM re visited went quite well, in discussion the members thought that saddling one person namely Steve Hubbard with the responsibility of arranging who was going to a show, how many models and oversee the stand afterwards was too much. Plus when he has to organise a SIG stand, SouthEast London Club, run a couple of web sites and your own business, actual model making comes well down the list.

So step forward three volunteers, well two volunteers and the other one volunteered by the first two, Steve Smith, Mick Pitts and John Hone. As with before I will contact the show organiser to order the required amount of space, when that is confirmed I will pass the paper work over to our "Show Committee" who will follow up with who wants to go, who needs a lift, how many models and all the other requirements for a successful show.

So the best of luck to them and I would also like to thank Steve Hubbard for his kind offer to organise the shows, hopefully we have now given him one less thing to worry about.

The question of themes came up for Southern Expo next year, now if we wish to do a theme this has got to be decided soon as you would not believe how fast time flies when you are trying to bring all the various elements together. Some ideas from the members please but quickly.

The next show for the club is **IPMS Avon, 19th August 2001**, where we have 12 feet booked, I have the details which I will pass on to the "Show Committee".

During a quiet moment on AGM night the thought came to me, as they do sometimes that we have awards for models, but what about people. So why don't we, the members on the run up to the next AGM vote for that member who, in our opinion has done the most for the club and award him the **Clubman's Trophy** to keep for a year. A good idea yes, or no?

Lastly the best of luck to the aircraft competition entrants and don't forget whoever wins is invited to give a quick talk on how they did it.

Alan



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Peter's "Prattlings"

AeroMaster

Reports from the US IPMS Nationals are that AeroMaster are no more. Apparently most of the people involved are joining Eagle Strike who have released some interesting decals already. Buy'em while you can.....

Accurate Miniatures

On a similar vein, Accurate Miniatures have also ceased trading. In their case there is no one identified to take over or move personnel to. So again if you ever wanted to model one of the subjects they released better buy one soon.

RAF Waddington Airshow 2001



On the weekend of 30th June/1st July RAF Waddington was host to an international airshow, think Mildenhall but RAF rather than USAAF.

Waddington is a few miles south of Lincoln and is host to the RAFs Boeing E-3 AWACS (8 & 23 Squadrons) and Nimrods (51 Squadron).

Chief attractions for many attending the show was the large (for them) participation of the Israeli Air Force, sending along 3 F-15Is (the Israeli equivalent of an F-15E Strike Eagle) and a C-130 Hercules (reportedly one of the ones that took part in the Entebbe Raid). The Eagles were grounded on the Saturday due to it being the Jewish Sabbath but were in the flying program on the Sunday.

Other attractions were a semi-official "Tiger Meet" where units belonging to the Tiger Squadrons were invited along, in the end units from Germany (Tornadoes), France (Mirage 2000s and Tucanoes), USAF (C-135 & B-1Bs) and Holland (F-16s) were on display.



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The RAF showed off their latest acquisition a C-17 Globemaster III, opening up the ramp at the back to allow the public access and also gave access to a Sentry, needless to say the queues for this were quite long. The C-17 looked so new that there was no weathering to be seen anywhere on the plane and almost looked like a large toy, as the paintwork was so smooth and silky.

For those who wanted to see "different" Harriers Spain sent over 2 AV-8s, one with a radar nose, so I guess this was an 8+.

The flying display was a good mixture of "old" & "new" although there were a few missing items from the original billing, notably the Sea Vixen and Russian Test Pilots Su-27 Flanker. Making up for this were displays from a Sentry and Nimrod in tight formation, a lovely close display by a Hunter and Gnat and what must be one of the last few displays by an F-4F Phantom from Germany. Most unusual display was the RAFGSA team using K21 gliders.

For those that can make it up to the show I can heartily recommend it, especially as you can book into a guest house and see Lincoln too, hint 'er in doors usually appreciates this after a hard days airshow!

Peter

Ricky's "Ramblings"

Newhaven

Sunday the first of July saw Angie, Matthi (my German visitor) and I on our way to Newhaven. Unfortunately I succumbed again and put my hand in my pocket for a few "must haves" for my collection. It was handy having our club table there as I got in for nothing by showing my club card. So if you haven't got yours from Peter yet then do so quick. There must have been at least 12 to 15 of us there that day, almost as many as our meetings.

Thoughts

IPMS Hornchurch is not the club it once was, nor is it the club it will someday be, it is the sum of today's members right now. It is easy to stick with old friends to the exclusion of new, but old friends are not around forever. A check of the members list from just three years ago will show a startling turnover. None of us can see the future, but we can be certain of change. Old friends leave and new friends replace them - if you bothered to make any new friends. The only alternative is to grow ever lonelier in your model shop.

Boeing B-17

A total of 12,731 B-17 Flying Fortress bombers were built during World War II. About 4,750 of them were lost in combat missions. One just got lost.

B-17 number 40-3097 was part of a flight of bombers that landed at Hawaii's Clark Field while Pearl Harbour was being bombed. The B-17 was badly damaged, but the air force cobbled it back



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together with parts from other wounded B-17's and sent it flying once more. One of its first pilots, a man named Weldon H. Smith, gave it its name: *Alexander, the Swoose*. He based it on a popular song about a bird that was half swan and half goose, a swoose. As the Japanese overran island after island, the *Swoose*, a model B-17D, was moved from base to base.

Late in the war, newer model B-17E's began to trickle into the 7th Bombardment Group, to which the *Swoose* was attached. Soon, various parts of the *Swoose* were used to patch up damaged aircraft still flying bomb runs. Before it could be completely dismantled, Lt. Gen. George Howard Brett requisitioned it as a command plane. Its weapons and other unnecessary gear were stripped off, and the *Swoose* was removed from the line as a bomber.

Brett's pilot was Capt. Frank Kurtz, a former Olympic champion whose original plane was destroyed at the same time the *Swoose* was damaged. With Kurtz at the controls, General Brett and the *Swoose* logged an average of 150 hours a month in the air, much of it ferrying around high-ranking officers.

On one flight from Darwin to Cloncurry, Australia, the passengers included Brig. Gen. Ralph Royce, William F. Marquat, and Edwin S. Perrin. All told, about sixteen souls were on board for the trip, including lower ranked American and Australian officers, a few newspaper reporters, and, as a crewman put it, "a big lanky guy from Texas."

About the time they should have arrived over Cloncurry, navigator Harry Schreiber looked around, surprised to learn that the *Swoose* wasn't where the *Swoose* ought to be. In fact, they were lost. Frantically, he tried to find out what had gone wrong. Meanwhile, radio operator Aubrey Fox set about trying to get a fix on a ground station, and pilot Kurtz began flying a boxcar pattern, hoping to see a familiar ground location.

Say this for the brass on board; you couldn't keep such a mistake from them. Quickly, they learned of the predicament. Just as quickly, they broke out in a sweat, especially one general who made a general nuisance of himself by pacing back and forth. The general paced one way, and pilot Kurtz had to adjust his flight trim. The general paced the other way, and copilot Marvin McAdams had to adjust the flight trim back again. All this was taking place while Kurtz and McAdams were trying to find where they were before they ran out of fuel.

The oldest member of the crew was Sgt. Harold Varner, a veteran nicknamed "The Hostess" because his duties entailed taking care of whatever brass was on board at the time. Varner had a reputation for not taking any guff from anyone, general or not, especially one who disturbed a pilot who was trying to keep them all from crashing and burning. "General," Sergeant Varner said to the nervous officer, "get back there and sit down!" When the officer hesitated to do as told by a lowly sergeant, Varner escorted him back near the tail wheel, plunked the general down on a toilet, and strapped in the would-be pacer.



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Finally, Kurtz saw a more or less flat spot below. Gingerly, he set down the *Swoose* in a near perfect landing close by Carris Brook Farm, about forty miles southeast of Winston, Australia. As they came to rest, the fuel-starved engines sputtered out. All on board survived without a scratch.

It wasn't long before the crew learned what had gone wrong. Because the *Swoose* no longer flew combat missions, the ground crew had removed the steel plates used to protect the pilot from anti-aircraft fire. When the plates were removed, no one thought to recalibrate the compasses for the lack of metal. Kurtz and his crew could have, and may have, flown in circles because their compasses were out of wack.

Fate, however, didn't let this plane end its days in some Australian farmer's field, scaring away crows. Compasses adjusted to tell north from south, *Alexander, the Swoose* flew on. Later, in fact, it flew with General Brett when he took over Caribbean Defence Command in November 1942. Finally, with the war over and the U.S. Air Force junking its other old B-17's, the *Swoose* was also headed for the wreck heap. At the last minute, however, it found a new home. The *Swoose* sits in warehouses 22 and 23 at the Smithsonian Institution's Paul E. Garber facility in Suitland, Maryland, torn apart and scattered. Yet, in a way, the *Swoose* still flies high. Pilot Frank Kurtz named his daughter, actress Swoosie Kurtz, for the old B-17.

The big, lanky guy from Texas on board the *Swoose* when it made its forced landing in that Australian farm field was a congressman then serving as a navy lieutenant commander: Lyndon Baines Johnson. As Sergeant Varner recalled, almost as soon as the lost B-17 landed and neighbouring farmers began wandering out to see what was happening, President-to-be Johnson began making friends with the local constituents, discussing crops and telling them that they ought to have a tariff to protect their wool market. As Varner put it, "Pretty soon, he knows all their first names... and there's no question he swung that county for Johnson before we left."

Hot Tips Hot Tips Hot Tips

- Clear plastic shoe and sweater storage boxes are good for storing models
- After applying pastel chalks for weathering, try streaking them with a damp brush. It makes the weathering look more realistic and helps the powder adhere to the model.
- Old ice-cube trays are good for holding small parts on your workbench.
- To prevent paint bottles from drying out prematurely, replace the cardboard cap liner with the soft plastic liners from soft drink bottle caps.
- Use a block of styrofoam to hold paint brushes upright and out of the way. Simply insert the handle end into the block.



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Robin's "Ravings"

The IPMS Hornchurch Seaside Beano

Or

The Newhaven Show

The Mid-Sussex IPMS branch put on a really good show within the walls of Newhavens' historic fort overlooking the town and its harbour entrance. The venue was easily found due to the excellent directions sent to us by Mid-Sussex, and the sign posts through the town, although difficult to miss on its position on top of the hill. Unloading within the fort was quickly and efficiently handled by directions given by the members of the host branch, but it did seem very tight driving through the very narrow entrance into the courtyard. Food and drink was available from the canteen, at a 30% discount to exhibitors, the bacon & egg rolls and homemade cakes were certainly good value.

The weather was fantastic, clear blue sky, blazing sun, with a (cooling?) breeze, hands up how many of us went home just a little bit red! The room in which the Hornchurch stand and the racing stand occupied was very nice, having both excellent light from the large end windows and the cooling effect of being within the forts' thick walls. About 30 trade and display stands attended, I think, as it was difficult to say as the show was spread throughout the forts many buildings. The competition room was deep underground, down a slippery tunnel with a fairly steep downward slope, how nobody with their models came to grief in that tunnel I will never know.

All the usual suspects were there, Wally, Bob, Steve, Mick, Ian, Bob & Dave and of course yours truly and family to name but a few, with Rick and Ken, putting in appearances with their wives for a few hours.

Congratulations go out to Ian Brown, Lee Lacey, Dave Ryan and my Son, who all won awards in the competition classes. One nice touch was that Brigade Models gave a £5 gift voucher to all of the junior award winners, these immediately burnt holes in their pockets and were redeemed at just about the speed of light.

A good show, well worth a return visit to next year, which I am now very much looking forward to.

Club Display Ideas

A few members of the club bounced around these ideas after the end of the last club meeting, and it was suggested that I jot them down on paper for further and wider discussion.

In a bid to make the club stand more orderly and presentable at shows it was suggested that the stand might well be "themed" in some way or direction, for the Southern Expo Show or perhaps even sooner. I know that the club has voted out the idea of "themed" competitions for the last two years running, and so it appears to me that the chances of getting all, or most of the club to build



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enough models to cover a whole display with types that they have little or no interest in seems to me, slim.

One way out of this dilemma could be the idea of almost having a number of "mini s.i.g's". By this I mean that a small number of broad based modelling subjects that could be opened for discussion and voted for by the members at the next club meeting. This would enable small groups of like minded members of the club to participate in to the building of a model for the club stand as well as their own pleasure. As long as the members of a "mini s.i.g." could cover the space of about one table all well and good.

Instead of attempting to build a "themed" club display that could cover, say, four tables, a number of our groups could contribute to a table each. With the different coloured tablecloths we now have, each table would represent a totally separate "themed" display. So, at a show you would have four tables, it could be three "themed" displays and a "open" table for those members that either do not wish to participate to this type of club display or have interests outside the agreed theme.

This I feel could be only an interim solution, as maybe the club would soon want to build a whole stand on one theme or the idea of themes could fall flat. Still, it certainly seems an idea worth pursuing, after all, if the club does not try new ideas it will stagnate and die.

Please remember, at the end of the day, this hobby and the club is about fun, not politics.

Ideas for possible club stands

D-Day to the liberation of Paris
Training aircraft
Wings over the oceans
20th anniversary of the Falkland Island invasion
The Battle of the Bulge
Animal names
The Gulf War
60th anniversary of the invasion of Guadalcanal
Biplanes
60th anniversary of the Battle of Midway
War on the Eastern Front
Bomber aircraft
50th anniversary of the Korean War
The Sherman Tank
British in Battle 1945-2001/2
RAF Hornchurch Squadrons
Jets aircraft in combat
The North African Campaign
Warsaw Pact Hardware



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Or of course any other suggestions of subjects that the members have to offer.

A Chap Named Colin

Colin was bragging to his boss one day "You know, I know everyone there is to know. Just name someone, anyone and I know them."

Tired of his boasting, his boss called his bluff, "OK, Colin how about Tom Cruise?" "Sure, yes Tom and I are old friends, and I can prove it." So Colin and his boss fly out to Hollywood and knock on Tom Cruises door and sure enough, Tom Cruise shouts out, "Colin! Great to see you! You and your friend come right in and join me for lunch!" Although impressed, Colins' boss is still sceptical. After they leave Cruises' house, he tells Colin that he thinks Colins' knowing Cruise was just lucky. "No, no, just name anyone else," Colin says.

"President George W. Bush", his boss retorts. "Yes," Colin says, "I know him, let's fly out to Washington." And off they go. At the White House Bush spots Colin on the tour and motions him and his boss over, saying "Colin, what a surprise, I was just on my way to a meeting, but you and your friend come on in and lets have a cup of coffee first and catch up." Well, the boss is very shaken by now but still not totally convinced.

After they leave the White House grounds he expresses his doubts to Colin, who again implores him to name anyone else. "The Pope", his boss replies. "Sure!" Says Colin. "My folks are from Poland, and I've known the Pope a long time." So off they fly to Rome. Colin and his boss are assembled with the masses in Vatican Square when Colin says; "This will never work. I can't catch the Popes eye amongst all these people. Tell you what, I know all the guards so let me just go upstairs and I'll come out on the balcony with the Pope." And he disappears into the crowd headed towards the Vatican.

Sure enough, half an hour later Colin emerges with the Pope on the balcony. By the time Colin returns, he finds that his boss has had a heart attack and is surrounded by paramedics. Working his way to his bosses' side, Colin asks him, "What happened?" His boss looks up and says "I was doing fine until you and the Pope came out on the balcony and the man next to me says, "Who the hell's that on the balcony next to Colin?"

Robin



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Steve's "Soapbox"

Culling The Collection

Over the past year or so I have been steadily culling my collection, or 'stash' of kits and books at the various shows we've been attending. Part of the reason for this is my growing interest with all things Fleet Air Arm but a more pressing reason was the sheer number of kits I actually had. Almost every one of us has the proverbial 'loft insulation' hidden away up there and I'm no exception to the rule.

When I first started modelling I would talk to other modellers and they would tell me they had 'X' amount of kits stashed away. Being new to the game (some 20 years ago now) I figured that this was the thing to do. After all, the game seemed to be 'he who dies with the largest collection wins!' So, I set about gathering the largest collection my wallet, and loft, could handle. After a couple of years I saw a distinct flaw in this thinking, I had so many kits that I really had no intention of building. Accordingly a few other like-minded modellers and myself hired a marquee at the air show at North Weald that year ('85 I think) and sold off just about as many kits as I felt able to do.

This, I felt, was a pretty good thing I'd done, I actually felt quite pleased with myself after the show. It was a good weekend, the sun shone; I recouped some money and had a grandstand view of the flying to boot! However, as you may already figure where I'm going with this, it wasn't the end of the story.... Although I made an effort to buy only those kits I intended to build the collection started to resemble its former proportions within a few years and this was definitely not very good!

Yes, you've guessed it; I had another clear out. I got the collection down to about 50 kits again and resolved not to allow it to get back to the silly levels again. Huh, fat chance! Within two years it was back up there in the stratosphere again! This seemed to be the pattern for the next few years, build it up and sell it off. Not exactly the most astute thing to do is it?

A couple of years back I looked at my collection of built models and worked out just how many models I was actually building a year. This was somewhat sobering as it meant that I would need another 50 years to build all the kits I already had! Unsure as to whether I'd still be modelling at 90 I resolved to get rid of (again) all those kits that were not in the 'must have' pile. So far it seems to be working, I'm down to about 100 or so (although PF Aeromodeller Discount Books And Kits is definitely NOT helping my sanity!) and trying really hard not to buy anything I don't need.

I guess the point of this rambling is why? Why do we buy kits, even with the intention of building them, which we know full well we'll probably never build considering the number of kits we already have? It seems, given the number of second hand kits for sale under the tables at shows, that we all seem afflicted by this phenomenon. If you ask most modellers they usually can't answer the question, not with any conviction at least so I guess it remains an enigma. For now anyway I don't intend to win the 'who dies with the most' competition but how long that will last is anyone's guess!

The Funny Thing About Plastic.....

I was working on, and actually completed, the AFV Club 35th scale M49A2C Fuel Tanker recently. I was very impressed with the quality and fit of the kit, so much so that I bought (yes, I did ignore my own



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Lee's "Jottings"

Whilst going through the website of all the major manufacturers I found some beautiful shots of an M-10 "Achilles" in 1/35th scale.

Having done the M-12 a short while ago, Academy have now turned to the other Sherman based units and plan to do the "Achilles", a normal M-10 (not the AFV Club mould) as well as an M-36.

These last two will compliment nicely the beautiful M-18 Academy brought out and for the Ardennes enthusiasts the possibilities are endless. The last two should be out at the end of the year.

Lee



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Woolwich Arsenal

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FIREPOWER THE NEW ROYAL ARTILLERY EXPERIENCE - WOOLWICH

Firepower is the new Royal Artillery Experience set in the historic buildings of the Royal Arsenal on the River Thames at Woolwich. Firepower tells the powerful and dramatic story of artillery and tales of human courage and endeavour in a truly interactive experience.

The History Gallery tells the story of artillery from Roman times to the present day.

The journey continues into the Gunners Hall where there is a vast array of 20th century equipment. In the Medals Gallery you'll find an impressive collection of

Victoria Crosses – the highest award given for gallantry along with some fascinating stories that accompany them. Finally, a behind-the-scenes tour is available to see The Monster Bits. The artillery's big guns. Stand back in amazement.

(You'll have to, to take it all in!)

That's Firepower, an exciting and educational experience for all the family, young and old. It's loud, it's fun, it's London's most explosive day out!



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Events Schedule 2001

Items **highlighted** are where IPMS Hornchurch have space booked.

Saturday 11 Sunday 12 August	Bournemouth Model Spectacular at The Pavilion, Westover Road, Bournemouth. Sponsored by Plastic Past-Times, Dorset's Premier Model Shop. Competitions, (more classes), Model Clubs, Traders, Raffle etc. Contact: John Bothamley 01202 527723 www.bournemouthmodelspectacular.co.uk e-mail: brian@bournemouthmodelspectacular.co.uk
Sunday 19 August	IPMS Avon, 12th Annual Model Show at Yate Leisure Centre, Kennedy Way, Yate, Nr Bristol. (Off Jct 18 M4/Jct 14 M5). 9.30am to 5pm. Clubs and Traders and a Competition. FREE parking, catering and bar facilities. Contact: Clubs and Traders Stephen Lucas, Tel 01454 316 439. Other information: Phil Evans, Tel/Fax 01454 850 119. E-mail: ipmsavon@aol.com 12 foot of table has been allocated.
Sunday 2 September	IPMS Wallingford Model Show at Cholsey Primary School, Oxfordshire. 10am to 5pm. For further information contact: George Clarke 01491 201 902 or Steve Lovelock 01235 210 277.
Sunday 2 September	IPMS Brampton will be holding their annual show at The Priory Centre, St.Neots, Cambridgeshire. 10am to 4pm. Admission: Adults £1. Free for children, students and senior citizens. For further information contact Sam Bratby 01487 830689 E-mail: sambratby@supanet.com 12 foot of table frontage has been allocated
Sunday 23 September	IPMS Farnborough announce their annual show will once again be held at the Frogmore Community Campus, Yateley, Hampshire, which is situated just 2 miles off the M3 at Junction 4. Free Parking, Refreshments, Selection of Model Clubs and Traders attending. IPMS Farnborough will once again be supporting the Phylis Tuckwell Hospice based in Farnham which cares for the terminally ill. Contact - Pete Readman, 12 Beaufont Road, Camberley, Surrey GU15 1NF, Phone 01276 681818, E-mail: preadman@compuserve.com
Sunday 23 September	IPMS Coventry & Warwickshire in association with the Midland Air Museum announce a model show to be held the Midland Air Museum, Coventry Airport, Bagington, Coventry. Contact - Dianne or Barry James, Midland Air Museum, Phone 02476 301033
Sunday 30 September	Mildenhall Scale Model Club are holding their 29th Annual Model Show in the AYA Centre on the A1101 Beck Row, adjacent to RAF Mildenhall. Parking and admission is free. For further information contact: Jeff Hickford on 01638 714 676 (evenings).



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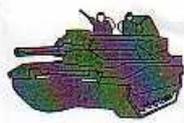
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<p>Saturday 6 October</p>	<p>IPMS Glasgow and the Miniature Armour Group once again present an annual model show and competition for the sixth successive year to be held at the Glasgow College of Nautical Studies, Thistle Street, Glasgow. Attractions include a 39 class open competition, Branch & SIG stands together with Glasgow MAFVA and a selection of associated traders. Show will be open from 10am - 4pm, admission will be Adults £1.00, Children 50p. Catering will be available including some home baking and there is ample free parking at the college. Contact - Geoff Crow, 13 Merrygreen Place, Stewarton, Scotland KA3 5EJ, Phone 01560 484578</p>
<p>Sunday 7 October</p>	<p>Halton Model Show, the biggest model exhibition in Southern England now in its 23rd year is to be held at RAF Halton Airfield, Wendover, Nr. Aylesbury, Buckinghamshire. Show open 10.00 am - 4.30pm. Attractions include Models used in Films & Television, War Games, Model Engineering, Circus & Fairground Models, Railway Layouts, Radio Control Aircraft, Boats and Cars together with Aviation Models, Plastic Models, Preservation Societies, Stationary Engines, Art & Craft Stalls and Trade Stands. Admission Adults £5.00, Children and Senior Citizens £2.00. Last year, the show organisers raised approximately £10,000 for the Royal Air Force Benevolent Fund and £1,000 was raised for the local Lion's group. Come and have a good day out and support a worthy cause. Contact - Edgar Brooks, 26 Sandygate Road, Marlow, Buckinghamshire SL7 3AZ</p> <p style="text-align: center;">We have 4 tables allocated to us.</p>



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Sunday 21 st October	<p>Chiltern Show</p> <p>THE CHILTERN SCALE MODEL SHOW</p> <p>WILL BE HELD ON THE 21ST OCTOBER 2001 AT THE NEW AND BIGGER VENUE:</p> <p>Barnfield College New Bedford Road Luton Bedfordshire</p> <p>Please come and play!</p> <p>For further information please contact: Mitch Thompson on 01462 713578 for club stands and general enquiries or Chris Russell for trader enquiries.</p>    
Saturday 3 Sunday 4 November	<p>IPMS (UK) Scale Modelworld 2001: IPMS (UK) are scheduled to hold the second World International Model Show at the Telford Exhibition Centre, Telford, Shropshire, England. IPMS Chapters from across the world are invited to attend the show which will be the biggest modelling event ever staged. E-mail: Nick Allen: nick@ipmsuk.globalnet.co.uk</p>

Alan is attempting to book table space for this show.



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Wrighty's References

RAF OTUs in W.W.II - Supplementary

In addition to the Fighter, Bomber and Coastal OTUs a number of spin-off units were formed in the mid war years and as the need arose for specialised units. The following units filled those needs, their basic histories were as follows.

No. 80 OTU

Formed in April 1945 at Morpeth to specialise in training Frenchmen to fly Spitfires, also used Masters and Martinets for the basic work. The unit moved to Ouston in July 1945 and continued until disbandment in March 1946.

No. 81 OTU (Bomber)

Formed in July 1942 at Ashbourne with Wellington Is & IIIs for bomber training, using Darley Moor as a satellite. Moved to Tilstock in September 1942 as a 3/4 OTU with Wellingtons until January 1943 when Sleaf was taken on as a satellite. By February 1943 it enjoyed full OTU status being fully re-equipped with Whitleys (54) which replaced the Wellingtons.

In June 1943 Tilstock was officially named (previously Whitchurch Heath) and the 'C' Flight moved to Sleaf. By the end of the year (December 1943) the unit disbanded as for sometime it had been moving towards becoming a Glider towing unit, and in January 1944 was redesignated as such.

No. 82 OTU (Bomber)

Formed in June 1943 at Ossington with 52 Wellington IIIs & Xs and the associated Martinet Target Tugs, also the satellite station Gamston opened at the same time housing 'C' flight Wellingtons and the Hurricanes of fighter affiliation. General bomber training for crews being the original order. A brief stay at Bircotes from Ossington took place in August 1943 to October 1943 before they returned. By June 1944 the Wellingtons and Hurricanes were joined by the 1685 BDTF with Tomahawks, the unit at Gamston was renamed No. 86 OTU to carry out night bombing training from June 1943, while the main unit closed in January 1945 as the needs had changed.

No. 83 OTU (Bomber)

Formed in August 1943 at Peplow with an establishment of 40 Wellingtons, Masters (4) and Oxford (1) as a 3/4 OTU, no satellite being available. The usual day and night bomber training and navigation exercises carried out, much bombing practice and gunnery took place, the gunnery flight being replaced by a BDTF in July 1944. In October 1944 due to an urgent need for glider towage pilots 83 OTU disbanded and redesignated as No. 23 Heavy Glider Conversion Unit.

No. 84 OTU (Bomber)

Formed in September 1943 at Desborough a new station, with 54 Wellington IIIs and Xs, plus associated Hurricanes and Masters for basic and fighter affiliation. The OTU was to band together



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aircrews as a team and intense training was carried out to give operational expertise to crews. A satellite at Harrington was constantly delayed although occasionally used from December 1943, but then it was handed to the USAAF in March 1944 the need having passed. At this time the main station reduced to 3/4 OTU with 40 Wellingtons. The final rundown and disbandment took place in June 1945.

No. 85 OTU

Formed in June 1944 at Market Harborough, the part of No. 14 OTU at Husbands Bosworth continued as No. 85 OTU with Wellingtons.

No. 86 OTU (Bomber)

Formed in June 1944 at Gamston when No. 82 OTU was reassigned to carry out night bomber training, still using the original Wellington IIIs and Xs. Using Worksop as a relief landing ground, the training only lasted a few months until October 1944 when the unit was disbanded to become No. 22 Heavy Glider Conversion Unit.

No. 104 OTU (Transport)

Formed in March 1943 at Nutts Corner with Wellingtons for transport crew training, in July 1943 a detachment of Wellingtons arrived at Toome from Nutts Corner but stayed only until September 1943, this was 'A' flight. It went to Maghaberry until October 1943 and then to Mullagmore, training continued here and at the parent station, Nutts Corner, until the unit disbanded in January 1944.

No. 105 OTU (Transport)

Formed at Bramcote in April 1943 as a transport OTU, equipped with 35 Wellington Is & Xs, Nuneaton was also opened at the same time as a satellite. Training began for aircrews and in November 1944 an additional satellite at Bitieswell was taken on. Training continued with missions like flying from Bramcote or Nuneaton to Nutts Corner in Ireland as training missions. Dakotas replaced the Wellingtons in May 1945, Bitieswell closed in July 1945 and by August 1945 the remainder of the unit at the main base, Bramcote and satellite Nuneaton, was redesignated as 138I(T) Conversion unit.

No. 107 OTU (Transport)

Formed in May 1944 at Leicester East for converting crews to Dakotas and glider towing duties, they also used a satellite at Melton Mowbray from November 1944. Aircraft operated were Dakotas, Halifax towing aircraft plus Horsa and Hadrian gliders. For a short while in July 1945 Desborough was used, but by then the unit had been retitled 1333.T.SCU from March 1945. Although performing the same role, in October 1945 it moved to Syerston for peacetime duties.



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No. 108 OTU (Transport)

Formerly 28 OTU, in October 1944 the unit reformed at Wymeswold with Dakota III aircraft for transport and troop carrier duties. The satellite at Castle Donnington assisting in the same work, in August 1945 the unit was redesignated 1382 TCU within Transport Command.

No. 109 OTU (Transport)

Formed in August 1944 at Crosby On Eden with Dakotas, began training for Transport Command. In September 1944 some crews were sent to reinforce squadrons from No. 46 Group for the Arnheim operations. The unit was given routine work of transporting freight to Brussels for the offensive. Routine freight flights to Pershore and Aldergrove were part of the operational training, by August 1945 the unit was reorganised and retitled 1383 T.U.

No. 111 OTU (Coastal Command)

Lossiemouth was transferred to Coastal Command in July 1945 and the OTU arrived from the Bahamas with 41 Liberators in August 1945. It also used the satellite at Milltown, persisting with Liberators the unit had reduced to 17 with a few Halifaxes by February 1946, formally disbanding in August 1946.

No. 131 OTU (Coastal Command)

Formed in July 1942 at Killadeas to take over the Catalina training commitment of No. 4 OTU. From February 1943 the Catalina used Bowmore for landing practice (on water). Sunderlands were added to the unit and Boa Island became a satellite from May 1944. St Angeld was used as station HQ for Killadeas and from August 1943 was used as a satellite, the affiliation, gunnery and TT flight to the unit were based here. Boa Island closed in March 1945, St Angeld in July 1945 the units main base closed in August 1945 when it disbanded.

No. 132 OTU

Formed in November 1942 at East Fortune being formerly 60 OTU to train Beaufighter strike crews, using associated Beauforts and Blenheims for initial work, before taking Beaufighters. Malmerry continued in use as the satellite station, passing from 60 OTU to 132 OTU. Later in late 1944 the Beaufighters were phased over to Mosquitoes, but by the end of 1945 they had 33 on strength and some Buckmasters, the OTU disbanded in May 1946.



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Luftwaffe Airfield Atlas - Germany W.W.II

When you look at a page of Me-109s or Fw-190s or other Luftwaffe aircraft, the profiles primary interest is the colour scheme or markings, but invariably they have the airbase of the machine listed, along with the date of operation. Have you ever looked to see where some of these bases are or were? Some can be found easily, but others appear nowhere on any atlas.

This is not particularly unusual, take my recent articles on Bomber OTUs. I lay odds that many of the bases were totally unheard of to you, and even reference to a Great Britain Atlas road map will not turn up some of them. I believe there were some 650 airfields in Great Britain during the war, so it's not surprising, but our Aviation authors have covered the subject for us (bless them!). Primary source is the 8 volume set "Action Stations" and also "Fighter Airfields", "Bomber Airfields" and even the new range of paperbacks, "Airfields in Essex", Norfolk, Kent etc.

Returning to the Luftwaffe nobody has done the honour with regards to their bases. Over the years during collection of all unit and base references, I built up a collection of names, it was largely when I was writing chapters of the Night Fighter Force combating British night bombers during 43/44 that I began to wonder where these bases were situated to combat the British heavies. The fact that I could only find about half of them set me looking at various maps etc.

I was fortunate that I had picked up an old USAAF map of the Continent and England used by US Aircrews (circa 1948/50) at an airshow junk stall.

This actually listed and sited many bases, their flight paths and runway positions, it also showed the corridors over East Germany to Berlin and beyond. Before long I had some 85% of the Night Fighter bases, some of course were outside the confines of the map.

After this I added a percentage of the day fighters (Jagdgeschwaders) to the map and then basically put it to one side in the spare room, this was back in 1997.

However earlier this year in April my wife was very ill and I spent a lot of time indoors. My project at the time was tracing a lot of late war 109s and 190s and I found more of these ended their days in Austria. This was beyond the expanse of the map, but I started searching my European Road Atlas and was able to build a map of the Luftwaffes final graveyard.

From then on I had time to spare and started building up as much information as I could on bases.. Also a German Autobahn booklet of maps in West Germany proved very useful to finding many small villages etc.

However the Atlas will consist of 12 A4 pages of Germany and Austria on a scale of 2 inches = 50 kilometres, pages will lap together and bases will be shown in relation to larger towns or cities, great care has been taken to position the bases as accurately as possible. Approximately 300 active



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bases will be covered, this of course is not exhaustive, most large airfields and many small ones are included, but strips and fields with little or no backup facilities are harder to find. There are numbers of inactive bases, which appear on the US map, but I have no record of them ever being used by Luftwaffe units.

I realise that unless you are a Luftwaffe fanatic this has probably no appeal to you all, but should you wish to obtain a copy, when it is complete please fill in your name on the form below and give it to Peter.

P.S.

I would like to express thanks to the following club members who supplied material to further this project, Peter Bagshaw, Charles Thompson and Robin Bellamy.

Alan

Luftwaffe Airfield Maps

Yes please, I would like a copy of the Luftwaffe maps!

Name: _____